

## SPECIFICATION AMENDMENTS

Please amend paragraphs 0034, 0037, 0043, 0045-0050, 0052, and 0064 of the substitute specification as follows.

[0034] The network connecting the various control units 5 - 14 thus consists of the data bus CAN-C 100, CAN-B 200 and the CGW ~~[[6]] 14~~, the latter being used mainly as a router between the two databuses 100, 200.

[0037] The EIL 4 is constructed as rotary lock, which can be switched into a number of positions by means of the ignition key ~~[[30]] 30, 31~~ 3. In each position, different ignition lock functions are activated. The EIL 4 has two switches which are operated successively when the ignition key ~~30, 31~~ 3 is completely inserted, and generate an electrical signal. The control unit 5 of the EIL 4 recognizes from the order of the signals and on the basis of the switch from which the signal comes, whether the ignition key ~~[[30]] 30, 31~~ 3 is inserted half way or completely, or whether an ignition key ~~[[30]] 30, 31~~ 3 or a pushbutton 6 has been inserted. The pushbutton is identified by the fact that it triggers only one switch of the EIL 4, which has coils that provide for inductive voltage coupling to the pushbutton 6.

[0043] The signal detection and drive module for the rear (SAM/H) 11, which is also connected to the network via the databus CAN-B 200, has a transmitting/receiving device that is used for cableless (RF) data transmission to

the mobile release device 31 integrated in the ignition key **[[30]] 3**. The SAM/H 11 is thus used as a gateway between the mobile release device 31 in the ignition key 30 and the on-board network. The other control units 5 - 14 thus have access to the dialog data between mobile release device 31 and ignition key **[[30]] 3** and SAM/H 11 via the control unit SAM/H 11.

[0045] A control unit 13 for converting the keyless go functions, (also is connected to the network via the databus CAN-B 200) has a source of inductance for waking up the transponder in the mobile release device 31 in the ignition key 30. The keyless go system control unit thus determines the location of the mobile release device 31 or of the ignition key **[[30]] 3**, respectively, and initiates the release dialog. The control unit 13 is preferably active only when the pushbutton 6 is inserted into the EIL and the driver authorization system 1 is operated in keyless go mode.

[0046] In the standard system without keyless go functions, (that is, without the pushbutton 6 inserted in the EIL 4), the driver authorization system 1 first verifies the access authorization by means of the TSG 9, 10. As soon as the user is in the vehicle and inserts the ignition key **[[30]] 3** into the EIL 4, the driver authorization is verified by means of IR communication via EIL 4. Access authorization and the opening of the doors are implemented by sending a coded signal by means of the IR transmitter of the mobile release device 31 in the ignition key **[[30]] 3** to the TSG 9. When the user has been successfully identified

from the transmitted signal by the identification device 2, the doors are opened by means of the TSG 9, 10 via the control unit 5. The user enters the vehicle.

[0047] Driver authorization is verified via the possession of the ignition key belonging to the vehicle. For this purpose, the ignition key identity is checked in the first position, position “0” of the EIL 4, which corresponds to the position “key inserted”. In this position, the signal “key inserted” is generated if the ignition key [[30]] 3 is completely inserted. A release dialog is conducted between the release device 31 and the identification device 2 via IR communication. When authorization is given, the on-board system is awakened, and the immobilizer and other theft protection systems are cancelled.

[0048] The other positions of the EIL 4 activate further ignition lock functions:

Position “1” corresponds to the radio setting. In this position, the convenience electronics such as radio, window opener, seat adjustment etc. are taken into operation.

Position “2” corresponds to the position “ignition on”. In this position, voltage is applied to an appropriate terminal [[15]]. The drive train electronics such as engine control unit, chassis control unit etc. are taken into operation.

Position “3” corresponds to engine start. In this position, voltage is applied to an appropriate terminal [[50]]. The engine is started.

[0049] With keyless go functions (that is, with pushbutton 6 inserted into EIL 4), the driver authorization system 1 operates as follows: first, it verifies the access authorization and the driver authorization via the keyless go control unit 13, the identification device 2 and the pushbutton 6. No ignition key 3 is inserted into the EIL 4 in order to start the engine.

[0050] Establishing contact with the mobile release device 31 integrated into the ignition key 3 by the control unit 13 is initiated by an action of the user at the vehicle, for example touching the driver's door, pressing the pushbutton etc. During this process, the keyless go control unit 13 produces an inductive field which is sufficient for waking up the transponder. The mobile release device 31 then switches to RF transmission for the actual release dialog. During this process, a coded identification signal is forwarded via the SAM/H 11 to the CAN-B 200, where it can then be picked up and verified by the identification device 2 and a release signal can be forwarded.

[0052] Inserting the pushbutton 6 into the EIL 4 does not trigger any response. When the pushbutton 6 is pressed, however, a pair of plungers (Figure 3) extends, which generates only the signal "key inserted" in the EIL 4, without actuating any other switch in the EIL 4. The control unit 5 of the EIL 4 thus recognizes that it is not an ignition key 3, but the pushbutton 6 which has been inserted in the EIL 4. The release dialog is correspondingly started via the keyless go control unit 13. As mentioned above, the control unit 13 then searches for the mobile release device 31. When the authorization has been successfully

verified by the identification device 2, a release signal is produced which is then checked by the control unit 5 of the EIL 4 for activating the ignition lock functions.

[0064] The mobile release device 31 can be constructed as a credit card, key or similar mobile unit. The embodiment in the ignition key **[[30]]** 3 is obvious since the driver then always has both opportunities for operation. The type of data transmission for the mobile release device 31 is not restricted to IR, RF, transponder. Instead, wireless data transmission is the main type considered.